



Metropolitan Line MD 2: Rickmansworth to Amersham SB

Patrol starts at Rickmansworth, south end of platform 2,
LCS M061/MSBFA 130m

Obtain briefing from supervisor and travel to Rickmansworth Station.

Set up the protection arrangements and patrol the southbound road from the start to the buffer stops at the end of No 21 siding.

Inspect all P&C associated with 17 crossover and cross to the buffer stop of No 22 siding at Rickmansworth.

Patrol to the buffer stops at the station end of No 21 siding.

Inspect all P&C associated with 16 points.

Cross to the toes of 17A points and patrol southbound road north eastwards to the toes of 41A points

Inspect all P&C associated with 41 and 47 crossovers and 45A points

Return to the toes of 41A points and patrol the southbound road north eastwards to the toes of 31 points.

Inspect all P&C associated with 37B, 35B and 31 points and then 32A points and 30 crossover.

Walk along platform 2 at Amersham to the toes of 35A points.

Inspect all P&C associated with 35A, 36 and 37A points.

Walk to the toes of 34A points and patrol to 34B points.

Inspect all P&C associated 34 crossover.

Walk to the buffer stop of at the station end of No 34 siding and patrol the whole siding to the buffer stops at the south eastern end.

Inspect all P&C associated with the hand worked points and finish the patrol.

Complete the patrol reporting process as in W1328 Patrolling the track.

Items needing particular attention

Check for:

- Broken crossing bolts, broken chairs, safety blocks, sidecut, wear and damage and wear to P&C on 16, 17A, 17B, 30A, 30B, 31, 32A, 34A, 34B, 35A, 35B, 36, 37A, 37B, 41A, 41B, 45A, 47A, 47B & hw points.
- Broken or loose stretcher bars.
- Broken pots and sidecut wear.
- Broken juice anchors, wet beds, sidecut and wear.
- Dipped joints, bad top and line, wet beds, sidecut wear.
- Wet beds
- Bad top and line, bad sleeper alignment, wet beds, sidecut and wear.
- Vegetation problems
- Drainage problems